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PRIVATE RESIDENTS AT THE
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The Daily Press.

HONGKONG, NOVEMBER 9TH, 1908.

The pride of intellect, which, notwithstanding their conventional modesty, the Chinese do not hesitate from time to time, to display has always been a puzzle to the Western mind. There can be little doubt that the Chinese, and more especially those of the educated classes are fully convinced they are far superior mentally to all other nations. An illustration of this of a typical character was given in the remark of a high Chinese official to Sir ROBERT HART that while foreigners made use of electricity, they did not know what it was, but it would be found that the Chinese would discover this and enlighten the outside barbarian mind on the subject. The observation was evidently made in perfect good faith and it is an interesting speculation what really was the underlying current of the Chinese official's thoughts. What apparently he meant was that the Chinese are far better acquainted with the true nature of all things terrestrial and Celestial than Western nations can pretend to be. And this is in truth an honest statement of the belief of ninety-nine Chinese out of a hundred. They look upon physical science even of the highest character as something far short of the abstract philosophy of which they deem themselves masters. To form an idea of the extent to which they rely upon the latter is not very easy in the present day. The old metaphysical speculations which were so much in vogue fifty years ago are now almost completely out of date, and very few people trouble their heads about LOCKE, DECAZIE, DUGOLD, STUART, REID, BERKELEY and other standard writers of the same class, or at most consider their works interesting as a mere display of intellectual finesse and as valuable only as a species of mental gymnastics. Time was, however, when it was fully believed that abstract speculation of this kind would end in the discovery of some recondite principle that would explain all things physical and mental and place all true knowledge in the possession of the "superior man," who would be able to look with complaisant contempt upon those who endeavoured to enlarge their

sphere of information by the more prosaic method of a patient investigation of facts. The Chinaman, however, to the present day implicitly believes in the ideal "superior man" of the above type. He considers that the abstract speculations of COMPTON and MEYER are sufficient to explain everything in the universe and thus concludes that Western science is only troubling itself about petty details, while Chinese philosophy is the embodiment of human knowledge as a whole. No doubt it was some such idea as this that caused the Chinese official to express his belief that the Celestial mind was the one destined to show to an admiring world what electricity really is. From his point of view he was probably right in his belief. What such an explanation as he referred to would be, of course, sufficiently clear. If by ingenious reasoning it could be shown by some Chinese writer that electricity was nothing more than the well known male and female principle which his philosophers hold explains everything in the universe, he would flatter himself that he had completely elucidated a subject with regard to which the Western mind only wondered in outer darkness. What this would amount to, those who do not care for metaphysical niceties, but still more those who have studied them and know their true value can easily estimate. It would be a mere change of terms, and no true explanation of the essence of the matter. DESCARTES' celebrated proof of his existence, *cogito ergo sum*, is really nothing more than a substitution of the word *cogito* for *sum*, but the expression has a certain appearance of profundity and was sufficient to satisfy the metaphysicians of Europe for many long years, though it is manifest that it is just as difficult for a man to prove that he thinks as to prove that he exists. Argument of this kind has comparatively little effect upon the foreign mind in the present day, and the old-fashioned scholastic pendant of the CASABLANCA type has happily become rare. But in China abstract speculation and deductive reasoning are still in very high estimation, and those who are adepts in them flatter themselves that they have the key to a vast amount of wisdom and knowledge, which the uninitiated outer barbarian does not possess. They have no idea that Western nations have gone through all this kind of ratiocination and have discovered that it is not the kind of intellectual exercise that will lead to any practical results, or even conduce to real mental superiority. A Chinese scholar on the other hand clings to his old ideas, notwithstanding the change that he sees going on round him; and is thus fully persuaded that he must in time outstrip the Europeans even in their own special lines of knowledge on account of his general mental superiority. As time goes on, so thoroughly practical a people as the Chinese must see the fallacy of this line of thought as plainly as it has been perceived by Europeans when by actual experience they find out how much mental force and application are required to master any single branch of European science. They must by degrees admit that it is possible that a European intellect may come up to their own. To really grasp this fact, however, they would have to put their own scholastic acquirements and metaphysical disquisitions upon a much lower grade than they at present occupy; and this must certainly be a matter of very slow progress. In the meantime, however, we shall have to make some excuse for Chinese intellectual pride, but that it still exists almost as strongly as ever even among those well acquainted with Foreigners and "Western Learning" is a fact which we shall be wise not to overlook.

The British squadron leaves to-morrow.

The United States cruiser "Louisiana" proceeded to Manila after landing Rear Admiral Emery.

Mr. H. S. Moss, manager of Messrs. Dodwell and Co's Foochow branch, has gone home on leave, and expects to return in the Spring.

The Roman Catholics of this Colony will celebrate the Pope's Sacrosanct Jubilee on the 13th, 14th, 15th, and 16th instant, at the Cathedral of Immaculate Conception.

Mrs. Lyon will be "at home" on board the "Tanai" on Thursdays in November and the first three Thursdays in December. Boats will leave Murray Pier from 4 till 5.30 p.m.

It is notified in the "Gazette" that conditions regarding nomination of candidates for the Nobel Peace Prize, 1909 may be learned, on application, at the Colonial Secretary's Office.

Mr. A. Fong, the well known photographer of Queen's Road Central, has an excellent series of photographs of the parade ground at Amoy and the building erected thereon in connection with the visit of the American Fleet.

Mr. J. O. P. Bland, the representative in Peking of the British and Chinese Corporation, who has been at home for a few weeks, leave has returned to China via Siberia, the route by which he came to Europe.

The French cruiser "Alger" arrived at Hongkong on Saturday from Kwang-chow-wan.

His Excellency the Governor has been pleased to appoint Mr. G. N. Orms to act as Deputy Superintendent of Police and of Fire Brigade during the absence on leave of Captain F. W. Lyons or until further notice.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 7 of 1908, entitled—An Ordinance to enable Foreign Corporations to acquire and hold land in the Colony.

The extract of meteorological observations made at the Hongkong Observatory during October show that the average maximum temperature for the month was 80.8 and the minimum 73.4 degrees. There was a rainfall of 5.449 inches, and we had 174.4 hours of sunshine.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, 1898, as certified by the managers of the respective banks, are as under:

Banks.	Average Specie in Amount.	Reserve.
Chartered Bank of India, Australia and China	3,729,743	2,800,000
Hongkong and Shanghai Banking Corporation	15,248,594	10,000,000
National Bank of China, Limited	83,114	NIL
Total	\$19,062,751	\$12,800,000

A regulation made by the Governor-in-Council under the provisions of the Vehicles Ordinances states that chairs proceeding along Battery Path, in Victoria or on that part of Plantation Road leading up from Chamberlain Road to the Peak Club in the Peak District are not allowed to go abreast at all. Any violation of this regulation shall be deemed to have been committed in the case of a public licensed chair by the bearers and in that of a private unlicensed chair by the occupant.

THE CADETS IN CAMP.

At noon on Saturday the 21 cadets who have been under canvas at Stonorville, under the charge of the Company officer, Lieut. Williams, returned to Hongkong, landing at Blake Pier, and presenting the appearance of well-worn and well-tried soldiers. All of them looked exceedingly well and were unanimous in their appreciation of camp and in regret at having to leave. The boys have been under the instruction of Sergeant Downes of the Middlesex Regiment, who also remained in camp the whole week. Once over in camp there was no flitting to and fro; in fact, there were no transport facilities, except the launch conveying the Medical Officer early in the afternoon. The general health of the boys was excellent, some of them looking in splendid fighting trim. On Wednesday afternoon H.E. the Governor inspected the camp and expressed his pleasure with the drilling, the shooting, and the conduct of the cadets. The boys were marched to the revolver ranges, and fired 25 rounds at the 25 yards range scoring the highly satisfactory total of 23 bulls and 2 inners. Again on Friday afternoon, which was the boys' guest day, the commandant of the H.K.V.O., Lieut. Col. Chapman, accompanied by the Staff Officer, Captain A. J. Thompson, inspected, and the cadets were put through a march past, manual exercise, a triangular test of semaphore signalling, and an exhibition shoot by a team of eight boys firing at about 50 yards range at specially erected targets. After the Commandant's inspection of the target the visitors were privileged to see them and from 40 rounds there were 13 bulls and 17 inners. On Thursday there was a classification shoot. We are unable as yet to give the detailed scores, but are able to state that out of a possible 80 points, the average score for the cadet company was over 50 to 55 per cent of the possible, the highest individual score being 71 by Ormond Massie; eight boys obtained over 80 per cent of the possible. Speaking to the commanding officer, Lieut. Williams, on the shooting he paid a high compliment to the cadet instructor Sergeant Downes for the pains taken with the younger boys as to make an efficient company rather than a few marksmen. Lieut. Williams also stated that the cadets received much instruction from a demonstration with the sub-machine through the kindness of Lieut. Mullins of H.M.S. "Amaz" During the week the cadets had a full day's work, parading at 7 and 10 a.m., from 2 to 4 for musketry and parade at 4 a.m., these with special cricket and football games interspersed. A guard of four was mounted for duty between 6 and 10 p.m. each night and we hear of quite arduous experiences. On the whole the first cadet camp was eminently successful.

THE AMERICAN FLEET AT AMOY.

It has already been pointed out that the Chinese Government did everything they possibly could to make pleasant the stay of the visitors at Amoy. They even besought the assistance of the Y.M.C.A., a fact which is not without significance. Mr. Beard, of the Foochow Branch, came down to Amoy where his Association equipped one of the matchless as a reading and writing room and also acted as a staff luggage bureau gratis. Moreover they undertook on behalf of the Government the distribution of the cigars and cigarettes to the men. Each man was entitled to five cigars and twenty cigarettes per diem, their allowance being checked by means of tickets. Sixty boys from the Union College, Amoy, assisted in the sale of picture postcards here, and did a very good work. In the same matchless was a branch of the Chinese Imperial Post Office under the charge of Mr. James Ross and four linguist clerks. With three thousand men on the ground at once it can be understood that the staff had no easy time. There were no fewer than 60,000 postcards sold in the Y.M.C.A. tent, so the number mailed can be imagined.

TELEGRAMS.

RUSSIAN SERVICE.

THE CASABLANCA INCIDENT.

LONDON, November 8th.

Advices from Berlin indicate that the Casablanca incident is regarded calmly and it is announced semi-officially in Paris that the matter is not likely to become acute.

BRITISH TRADE MARKS IN JAPAN.

LONDON, November 8th.

Sir Edward Grey in reply to Sir G. S. Robertson said that the Government had been in communication with Japan regarding the protection of British Trade Marks, and he understood that the position was now satisfactory owing to the decisions of Japanese Courts. Negotiations were proceeding for the conclusion of a Convention for the mutual protection of British and Japanese trademarks in China.

FRANCE AND GERMANY.

LONDON, November 8th.

There is a deadlock in the Franco-German negotiations concerning the Casablanca incident on the 28th ultimo, France refusing to give the apology which Germany insists upon prior to submitting the case to arbitration.

LATER.

Semi-official statements in Berlin and Paris indicate that the Casablanca incident will probably be settled by both countries exchanging mutual regrets.

GERMAN TAXATION.

LONDON, November 8th.

The German taxation bills of the 10th ultimo have been introduced. They provide for the raising of £23,500,000 new revenue.

THE UNITED STATES.

LONDON, November 8th.

New York business circles are rejoicing at Mr. Taft's victory. The rises in the price of stocks are general. The Socialists are disappointed at their candidate Mr. Debs securing only half a million instead of the expected million votes. Mr. Hearst's candidate, Mr. Higgen, makes a pitiful show.

RUSSIA.

LONDON, November 8th.

Thirteen Admirals have been placed on the retired list, it is believed in connection with malversation of funds in the construction of warships.

THE LANCAIRE SHIRE COTTON DISPUTE.

LONDON, November 8th.

The cotton dispute has been settled. The mills will restart on Monday. The employees have accepted a 5% reduction until March.

THE NEAR EAST.

LONDON, November 8th.

Austrian monitors have arrived at Semlin, opposite Belgrade, for the purpose of manoeuvring. The presence of the ships is irritating the Servians intensely.

HOW IT FEELS TO FLY.

Mr. Franz Reichel, who was with Mr. Wilber last month when the aeroplane made a 55 minute flight, describing in the "Figaro" his flight, says: "I have known that day a magnificent intoxication. I have learned how it feels to be a bird. I have flown. Yes, I have flown! I am still astonished at it, still deeply moved. "When we started it was like a plunge into space, which gave me a sense of freedom. Then suddenly it was all very smooth—a cradling and the thunder of the motor. It was strange and exquisite. The air flowed upon me caressingly. I could keep my eyes wide open; the air bathed me, but did not whip me. "And then came the first turn. Oh, that turn, those turns! If straight flying in an aeroplane is a delicious sensation, turning is pure intoxication. My heart swelled in me. Tears came to my eyes. "At first, I dared not move. Gradually I grew bolder for what was there to be afraid of? I waved my arm to those below: "The sun sets. We fly in the dusk. On we go. Night falls, and the moon shines. And still we fly. Lamps are lit below us. But we fly, chasing our shadow, which the moon casts in front of us. At last, at last we glide to earth. "Enraptured, fascinated, stirred beyond words, I throw myself upon Wright's neck: 'Oho, oho—I am here squarely. "When Wright wishes it to-morrow, if he likes—I will cross the Channel with him from Calais to Dover or from Dieppe to Newhaven."

The growing importance of the overseas trade to and from Australia has induced Messrs. Gayer, Irvine and Co., Ltd., of Glasgow, owners of the Clan line of steamers to extend their service to Australia. Arrangements have been made for the Clan line to trade regularly to Australia returning to London and Continental ports. The steamer inaugurating the line will be the "Clan Macmillan." The fleet sailing under the Clan flag consists of about 40 steamers.

LOCAL SPORT

CRICKET.

H.K.C.C. V. GARRISON.

A two days' match was opened on the ground of the Hongkong Cricket Club on Saturday between the Hongkong Cricket Club and the Garrison. The Garrison won the toss and went in first, compiling in the innings a total score of 294, of which Lieut. Haughton made 73 and Lieut. Home 71. The Civilians then went in, and when stumps were drawn two wickets were down for 35 runs. The score was—

GARRISON.	H.K.C.C. V. GARRISON.
Leachman, c. Lanning, b. Stevens	5
Capt. Garnett, c. Claxton, b. Hancock	25
Lt. E. Haughton, c. Lanning, b. Hancock	73
Lt. Lieberman, c. and b. Hancock	18
Lt. E. Home, c. Dushwood, b. Claxton	71
Lt. Bagnall, b. Hancock	35
Capt. Binsley, c. Lanning, b. Claxton	22
Capt. Hooper, b. Hancock	28
Badenhorst, c. Brown, b. Hancock	10
Capt. Oliver, b. Brown	5
Capt. Gooding, not out	0
Extras	10
Total	294

BOWLING ANALYSIS.	O.	M.	R.	W.
R. Hancock	22.3	3	55	5
S. H. Stevens	12	2	30	1
S. S. Logan	4	—	20	—
T. E. Pearce	4	—	33	—
H. Hancock	11	—	40	1
A. A. Claxton	10	—	50	2
A. A. Brown	3	—	8	1

HONGKONG CRICKET CLUB.	O.	M.	R.	W.
A. E. Lanning, did not bat	—	—	—	—
A. E. Lanning, c. Claxton, b. Lanning	8	—	—	—
A. P. Dushwood, run out	3	—	—	—
W. C. D. Turner	—	—	—	—
H. Hancock	—	—	—	—
R. Hancock	—	—	—	—
T. E. Pearce	—	—	—	—
A. A. Claxton	—	—	—	—
A. A. Brown	—	—	—	—
A. O. Lanning	—	—	—	—
A. O. Brown	—	—	—	—
S. S. Logan	—	—	—	—
H. H. Stevens	—	—	—	—
Extras	—	—	—	—
Total	—	—	—	—

CRAIGENPOWER "A" TEAM V. KOWLOON "A" TEAM.

The match between the above teams was played on the Craigenpower ground on Saturday and resulted in a win for the Craigenpower "A" team. The following are the scores—

CRAIGENPOWER "A" TEAM.	O.	M.	R.	W.
Capt. Somerville, b. Curry	12	—	—	—
H. G. Burgess, c. R. Carruth, b. Peterson	12	—	—	—
L. J. Blackburn, c. G. Graves, b. Peterson	9	—	—	—
H. C. Clements, c. Carruth, b. Curry	1	—	—	—
H. Dowdall, b. Somerville	13	—	—	—
J. Chalmers, c. G. Graves, b. Curry	9	—	—	—
S. W. Jeffries, b. Somerville	4	—	—	—
C. H. B. Jones, c. and b. Curry	4	—	—	—
J. Gregory, b. Curry	4	—	—	—
E. Miller, b. Carruth	12	—	—	—
S. Moore, not out	2	—	—	—
Extras	2	—	—	—
Total	74	—	—	—

KOWLOON "A" TEAM.	O.	M.	R.	W.
W. H. L. Warren, b. Somerville	3	—	—	—
J. Peterson, b. Somerville	12	—	—	—
L. J. Blackburn, c. and b. Claxton	2	—	—	—
C. H. B. Jones, c. Carruth, b. Curry	15	—	—	—
A. A. Carruth, c. Gregory, b. Somerville	3	—	—	—
P. Curry, b. Gregory	7	—	—	—
L. J. Blackburn, c. Lanning, b. Gregory	10	—	—	—
M. A. B. Jones, not out	1	—	—	—
R. Carruth, b. Gregory	0	—	—	—
C. Rodriguez, b. Gregory	11	—	—	—
Extras	11	—	—	—
Total	70	—	—	—

CRAIGENPOWER V. POLICE.

This league match was played on Saturday on the Police ground, and resulted in a win for the Craigenpower Cricket Club. The following are the scores and analysis—

POLICE.	O.	M.	R.	W.
McHardy, c. Lanning, b. Peterson	0	—	—	—
Kent, c. Lanning, b. Peterson	2	—	—	—
Edwards, c. Vireaux, b. Osmen	43	—	—	—
Pitt, c. Vireaux, b. Osmen	9	—	—	—
Ogden, b. Peterson	0	—	—	—
King, b. Evans	3	—	—	—
Bell, c. Lanning, b. Peterson	1	—	—	—
Cooley, c. Vireaux, b. Peterson	1	—	—	—
Lanning, c. Lanning, b. Osmen	12	—	—	—
Foley, not out	1	—	—	—
Spencer, c. Asger, b. Evans	1	—	—	—
Extras	3	—	—	—
Total	68	—	—	—

CRAIGENPOWER.	O.	M.	R.	W.
H. L. Manderon, c. Lanning, b. Edwards	21	—	—	—
M. E. Asger, c. Pitt, b. Kent	0	—	—	—
R. Evans, b. Foley	10	—	—	—
G. Evans, b. Foley	4	—	—	—
A. Osmen, b. Foley	0	—	—	—
W. H. L. Warren, c. and b. Claxton	20	—	—	—
G. A. Lanning, c. Edwards, b. King	28	—	—	—
L. E. Lanning, c. and b. King	0	—	—	—
J. D. Norris, c. Pitt, b. Edwards	28	—	—	—
L. E. Lanning, not out	4	—	—	—
R. Peterson, c. Edwards, b. King	4	—	—	—
Extras	4	—	—	—
Total	128	—	—	—

BOWLING ANALYSIS.	O.	M.	R.	W.
Peterson	10	—	24	4
Lanning	6	1	10	2
Osmen	9	—	13	3
Evans	9	—	13	3

CIVIL SERVICE V. KOWLOON.

It will come as a surprise to many followers of cricket to learn that Kowloon were defeated by the Civil Service on Saturday. Kowloon's total score was 43. Then the home team went in and passed this score with nine wickets to spare. They played on, however, and were dismissed for a total of 161 runs. The Kowloon team's wickets fell to the trundling of Bird and Brett, while the fielding of the home team was very good. Scores and analyses are—

KOWLOON.	O.	M.	R.	W.
J. B. Robinson, b. Bird	2	—	—	—
W. E. Dixon, c. Hutchinson, b. Bird	2	—	—	—
W. P. Brewer, c. Hutchinson, b. Bird	0	—	—	—
Major Wright, b. Brett	11	—	—	—
S. Lightfoot, c. McEwen, b. Brett	11	—	—	—
Lieut. Richardson, c. Barlow, b. Brett	1	—	—	—
W. G. Martin, c. Brown, b. Bird	2	—	—	—
J. Mead, not out	10	—	—	—
W. L. Wesser, b. Bird	1	—	—	—
Lieut. Balderson, c. Bird, b. Brett	8	—	—	—
C. Libbard, c. Brown, b. Bird	1	—	—	—
Total	43	—	—	—

BOWLING ANALYSIS.	O.	M.	R.	W.
Bird	7.3	—	29	6
Brett	7	—	14	4

gow.	P. E. Adams, c. Robinson, b. Martin	14		
(end-	L. E. Brett, c. Balderson, b. Chitty	12		
have	<u>Extras</u>			
egu-	Total			161
and	<u>BOWLING ANALYSIS.</u>			
ding		O.	M.	R.
The	Martin	12	3	44
s of	Dixon	12	1	71
	Chitty	8.3	—	13
	Brewer	2	—	21

RANDOM REFLECTIONS.

I have often wondered how many readers of a newspaper feel interested enough to read through from beginning to end a detailed description of a cricket match such, for instance, as the newspapers consider it their duty to furnish on occasions like the interport contests. Speaking for myself it interests me but little to learn how one man micked the ball to bound or how smartly long-off fielded. I am usually satisfied with a glance at the scores set out in tabular form at the end, but in an idle moment last week I was tempted to glance over a descriptive account of the interport match appearing in a sheet, which is occasionally published at Shanghai. "Here," thought I, brightening up over a discovery, "is a reporter who can describe a cricket match in a distinctly interesting and original manner." Let me quote: "Bird now flew out to forage for Hong-kong, but came back within a minute with only one worm in his beak, which does not count much in a large family of eleven." Now, Mr. Editor, my random reflection on this subject is that if your reporters would write up your cricket reports in this unconventional but intensely interesting manner, I am sure everyone would be ardent cricketer or not—would read the accounts with avidity.

I hope I may not be trying your patience, Mr. Editor, by just one other random reflection on the stereotyped ways, or perhaps I should say in this instance, the smooth conventionalities of the Pressman. The other day my eye alighted on a paragraph in a paper published in one of the neighbouring ports to this effect: "The many friends of So-and-so will be pleased to hear that he is to be married next month." Tell me now why on earth should a man's friends be pleased at the prospect? The papers never tell us this—and yet it is probably the most interesting part of the story. I can understand the bridegroom's being pleased with himself, but why his friends too should be pleased is not quite so obvious. Had the paragraph to which I refer appeared in a Hong-kong paper I would have appealed to some of the many friends for enlightenment. But like a bad coin, this stereotyped phrase is bound to turn up some day—perhaps in the Daily Press, and I hope, Mr. Editor, you will see that the author completes the story properly by telling us the reasons for the gladness which prevails among the friends of a man, who, like a lamb, is being led to the altar.

I notice that your special correspondent at Amoy has deplored the fact that the visit to Amoy was robbed of some of its educational value through the native city and the Kulangan settlement being placed "out of boundary." Did he mean, I wonder, its educational value for the men of the Fleet or for the Chinese and the European settlers? I need not remark it is one of the proud boasts of Americans that education follows the star-spangled banner, and it would not surprise me to hear that the next edition of the local glossary of terms in pidgin English will be improved by the addition of "American equivalents," such, for example, as "high ball," the American equivalent of whisky-soda; "gee whizz," another "Grab Scott"; "rubber-acks," inquisitive people; to be "fall of hot air," the equivalent of boastfulness, and so on. With these few—especially the "high ball"—I have no doubt it is quite possible "to make good," or come up to expectations, in the art of polite conversation.

The statement that the "Autumn Girl" is to wear toilettes in all seasons' colours—rueset and bronze and gold—points, says Punch, to a striking difference between the sexes, for though men sometimes wear frock coats and top hats which by reason of age bear the "autumn tints" it is not considered "good form." May we not ask whether woman in her new born love for "autumn tints" has really been inspired by Nature's beauties—or is it done out of pure envy of a privilege which, in the Far East at any rate, has been long exclusively enjoyed by men? Let the suffragettes speak the truth, the whole truth and nothing but the truth!

The "funny sayings of children" often get into the papers at Home but I fancy if a collection were made of the funny sayings of children brought up in Hongkong or the treaty ports it would beat Home collections hollow. Let me quote just one:

Young Hopful, aged 7, nestled at the piano with a newly-purchased but out-of-date music book, and in fit of the National Anthem.

"Mother!" he exclaimed, "Why do they say here 'God Save the Queen'?" Everybody sings 'God save the King'."

The fond parent only enlightened her offspring, who, having digested the information imparted, looked up again and innocently asked: "When, Mother, will it be 'God save the Jack'?"

"This is not doing your music practice," said mother sternly.

A correspondent avers that the following was picked up near the Central Police Station:—"Merryweather and Co, London to Hongkong Police: For inflammatory or excessive tendencies in a crowd try our hose with plenty of water; if soapy, so much the better. Its cooling and cleansing effect guarantees prompt disappearance of the insalubry."

To-day, as you all know, is the anniversary of the birthday of King Edward, but not many are aware of the number who are looking forward with great anxiety to the publication of the list of birthday honours. One or two Hongkong men are expected to figure in that list but who they are "I daresay tell."

I am told that quite a number of people who hoped for a rich harvest through the visit of the American fleet to Amoy have been disappointed, and that some of those who ventured from Shanghai and Hongkong "on the make" are on the verge of bankruptcy. Jack not being given liberty to roam on land upon all commercial calculations and the result is that the visit of the American squadron is remembered with regret by some instead of being an universal pleasant memory.

RODERICK RANDOM.

KOWLOON BOWLING CLUB.

OPEN AIR CONCERT.

A most enjoyable Open Air Concert was held at the Kowloon Bowling Club Green on Saturday night and was well attended by the local residents, but comparatively few from Hongkong were attracted. The grounds were gaily decorated with flags and brilliantly illuminated with electric lights whose flickering flare was relieved by the softer glimmer of the China, sea lanterns, which were suspended all round the enclosure. An occasional heavy sprinkle of rain drops caused a momentary flutter and a hasty retreat to the shelter of the pavilion but the alluring charms of the singers soon recalled the audience. The programme was well arranged and comprised the following items:—

Scottish Lull and Dances—Band 18th Rajputs	Mr. Ayris
Whistling Coon	Mr. Gregg
Mumblin Mose	Band
Asleep in the Deep	Mr. Chapple
The Balfry Tower (encore)	Mr. Chapple
Rest, dearest, rest	Victoria Quartette
Violin Solo	Prof. Gonzalez
For a while	Mrs. Bronghall
Villa (Merry Widow)	Mrs. Parkes
Fairie Voices	Band
Whistlers and their dogs	Mr. Crispin
One hundred Athlons deep	Cap. and Miss Parkes
Bid me to love (encore)	Miss Logan
Queen of the night	Victoria Quartette
Don't you say, no honey	Band
Tell me while the Church Bells ring	Mrs. Bronghall
My sin folk	Band
God Save the King	Band

SINGAPORE AND THE MILITARY CONTRIBUTION.

The Straits Times, discussing the Military Contribution, says:—No matter what the purpose may be for which revenue is raised, twenty per cent. of that revenue must go into the Military Contribution fund, and only 80 per cent. is available for the object in view. If the Colony is backward and negligent in the matter of public improvement, the War Department gets angry and has no right to complain. If on the other hand, there is a spirit of conspicuous enterprise in the administration, and the people are being taxed heavily to cover the cost of loans, the War Department reaps where it has not sown. Fifty or sixty years ago there was a fierce strife in England over what was described as "taxes on knowledge" and the absolutely demoralising effects of the system were so vigorously exposed that, by almost unanimous consent, they were swept away. We fall to see that taxes on humanity—on the building and maintenance of hospitals, on the proper sanitation of every town in the Settlements, on every scheme for improving means of transit, harbour accommodation and the like—are one white better than these obnoxious imposts which our fellow-countrymen abolished. But unhappily we are only a Crown Colony. We have no right to complain, but we have no votes. It is not worth anyone's while to grow eloquent for our education, or to kiss our babies during a round of canvassing. Our Governor may reason like an oracle, and in all probability the only result is that he will be listed as a "troublesome sort of fellow" in the office to which his communications are addressed. What an Under Secretary has passed a curt intimation that His Majesty's Government can see no reason to depart from the principles already in force, the matter is at an end.

Well, we can only express a hope that every one concerned will doggedly persevere in the effort to obtain simple justice. From the reply sent to the Governor's letter it would appear that justice is to be denied because "the arguments advanced by the Governor of the Straits Settlements strike at the root of the principle on which the Eastern Colonies are at present assessed, and these arguments cannot be admitted without giving up the whole system of assessment, both in the Straits Settlements and elsewhere." The question in fact, is not to be decided on its merits—action is declined because it might disturb the smooth serenity of a department which has ceased to be run on sympathetic lines since the only great Colonial Minister Great Britain has had for many years retired from ministerial office. We would point out, however, that these Settlements raise no objection whatever to paying a fair contribution towards the cost of defence. If that contribution should be \$100,000 or \$200,000, we shall pay it ungrudgingly, when convinced that it is a sum fairly proportioned to what other Crown Colonies are paying for an equality of service. Five years ago the amount handed over to the Imperial Treasury was £217,508. Last year it had bounded up to £211,191. We are not better defended now than then, rather less so if anything, and we are not as prosperous now as we were then. The rise in revenue which has almost doubled the amount of the contribution does not represent expansion of resources but additional obligations. Loans have been raised for a variety of urgent public works, and we owe nothing to the Imperial Government for help to obtain the money on easy terms. And because of these works, and because of nothing else, funds are poured into the military chest in a manner which is positively provocative of waste. We are persuaded that the Legislative Council, as the only body possessing a definite representative status, should not lose sight of this matter. The Governor has done all that any man can reasonably be asked to do, but the Council should specifically propose that in place of the propositum of 20 per cent. there should be fixed payment of, let us say, \$150,000 a year, which on the last payment basis would save the Colony \$80,000 at once, and in all probability a good deal more in the future. Sufficient for the day may be the evil thereof said, we are not going to assume that the Imperial Government intends to ruin Singapore by some quibbling demands on the subject of opinion dealing quite apart from that the financial outlook is ominous enough to justify unlimited pertinacity in pressing for further consideration of our claims. When the matter was dealt with in 1884 there was a minimum of revenue because the Government had not then become what it is now—the pivot of all great enterprises, or only contractor for the whole community. Only by constant protest against the injustice of the present system can we hope to get it remedied.

DR. STEIN'S EXPEDITION IN CENTRAL ASIA.

Further communications have been received from the Royal Geographical Society from Dr. M. A. Stein, describing the results of his latest archaeological and geographical investigations in Central Asia. They are dated Khotan, July 15, 1908.

Early in December, 1902, Dr. Stein, travelling from Turfan, had reached Karashahr, in the extreme north-east of the Tarim basin and there he began his archaeological explorations of the winter. Sites of ancient towns and of some size could be traced at several points of the Great Plain, now mainly a waste covered with scrub and low jungle, which encircles the Bagrahs lake on the north—witnesses of the importance which the territory on ancient Yon-ki had possessed in pre-Mahomedan times. But the vicinity of subsoil water, often impregnated with salts, and the effect of a climate evidently less dry than in other parts of the great Turkestan depression, had completely destroyed whatever structures might have once stood within the still extant clay ramparts of Chinese cities, picked up on the spot, made it possible to determine that these sites had been occupied down to the ninth century A.D. A far better field for systematic excavations was offered by an extensive collection of ruined Buddhist shrines, locally known as Ming-ol ("the thousand terraces" which occupies some of the eastern foot of the range overlooking the Karashahr river from the south. Situated within easy reach of the high road leading from Karashahr to Koria, the ruins had repeatedly been visited by European travellers, including Dr. Hedin and within the last few years Professor Granvedel's archaeological expedition, on its passage to and from Turfan, had effected excavations in some of the structures less buried under debris.

The disposition of the ruins in long rows of detached cells, varying in size, but all showing close resemblance in plan and construction, facilitated the employment of a large number of laborers. The first diggings showed that apart from the destructive effects of rain and snow, the temples had suffered much damage from a great conflagration which, in view of coin finds reaching down to the ninth century A.D., may safely be connected with the earliest Mahomedan invasions. But in spite of all the destruction caused by localistic zeal and atmospheric influences, there remained plentiful archaeological spoil. A great mass of excellent relief sculptures in stone and wood, some of which were recovered from the top layers of debris filling the interior of the larger shrines; from vaulted passages enclosing some cells were recovered some fine fresco panels which a timely burial had saved from fire and moisture. Finds of painted panels and delicately carved reliefs in wood, once richly gilt, bore proof of lavish adornment with votive gifts which these shrines had once enjoyed. Considering the relatively late date down to which this sacred place had been occupied, the artistic excellence of many reliefs, etc., was a most striking feature. Withal, some of the most beautiful of these sculptures and paintings yet displayed, such as clearly as the work of ancient Khotan, the predominant influence of Greco-Buddhist models from the extreme north-west of India. The manuscript remains recovered were either in Indian script or in Uighur. Considering the great number of temples, the total absence of ruins which could certainly be recognised as Mahomedan dwellings was curious. But if the living seemed to have been aware from taking up their abode with the gods, it was otherwise with the dead, for numerous urns and boxes were unearthed in numbers around some of the shrines and stupas. Dr. Stein could not trace in the vicinity any remains pointing to early occupation by villages. Yet the wide plain stretching eastwards, a desolate waste of scrub and sand, could even now be easily brought into cultivation by the use of the Karashahr irrigation canals from the Karashahr river. Whatever changes destination may have effected in this region, it seems certain that the supply of water now available in the Karashahr river far exceeds the needs of the narrow strip of land actually cultivated, chiefly by colonies of restless Turanians and semi-nomadic Mongols, and that only the want of adequate population at present prevents a great extension of cultivated area. After the completion of their tasks by Christmas it was a relief to the party to move up to the cold but sunny hills of Khotan, two marches from Ming-ol where information, elicited with such trouble from Koria shepherds and retired Mongols, had led to the discovery of Buddhist remains hitherto unnoticed. Surveyor Ral Lal Singh had rejoined Dr. Stein at Ming-ol, after making his way from Turfan towards Koria, largely through previously unexplored portions of the Karakumh range. Dr. Stein had an opportunity for local surveys on the range dividing the Karashahr valley from the open plain of the Tarim basin.

After a visit to the Inshike (or Shanjar) river, the party marched over hitherto unexplored ground to Kuehar, Ral Lal Singh following the course of that river through its debouchment from the mountains, while Dr. Stein struck across the broad belt of waterless desert to the north-west. After a week's halt at the oasis of Kuehar, which was utilised for visits to the ruins and a rapid study of their specially instructive features, Dr. Stein was free by the close of January to resume his journey to the south of the desert.

Inquiries set on foot by Dr. Stein since leaving the Khotan and Koria region in the autumn of 1906 had resulted in information reaching him about several ruined sites in the Taklamakan which he had not explored so far, and he was anxious to visit them before the hasty onset of sandstorms made work on that ground impossible. On January 29 the party left the last shepherd huts in the Tarim jungle, and after a trying tramp of eight days across high dunes they reached the northern edge of the dried-up delta, which the Koria river had formed at some early period. There was nothing here to indicate the right channel of the mass of dry watercourses, all halfburied by drift sand and often disappearing completely amidst jungle dead since long ago. The river had formed a new bed far away from the one which Dr. Hedin had followed, and the sands through which it now flowed, were still absolutely sterile. It was a great relief when Dr. Stein at last sighted from a huge sand dune, the glittering sheet in the distance. It took several days more before they arrived at living forest, and found the river bed branching off from the old one, close to the northern most point Dr. Stein had reached on his journey of 1901.

After a day's rest at a shepherd's camp by the Koria, Dr. Stein resumed his archaeological labours at the Kara-dong site, which he had visited on his previous journey, and which the river, by its latest shifting, had approached again after long centuries. Having been joined on the Koria river by a party of his old "treasure-seeking" guides from Khotan, Dr. Stein marched with them by a new route to the desert edge north of

the oasis of Domoko. Here excavations were rewarded by valuable finds in the shape of well-preserved manuscripts in Indian script, Buddhist paintings on wood, &c.

March and the early part of April were thus spent in archaeological labours along the desert belt adjoining the oasis from Domoko to Khotan. Amongst the ruins newly traced there Dr. Stein mentions the remains of a large Buddhist temple, decorated with elaborate frescoes, now completely buried by high dunes in the desert strip between the Yurungshah and the Karakumh rivers. Like the large Rawak Yehar, which Dr. Stein discovered in 1901 in a closely corresponding position not far from the opposite bank of the Yurungshah, this temple proved to belong to the early centuries of our era. Unfortunately subsoil moisture had weakened the walls to such an extent that continued excavation threatened to result in complete destruction.

After having been rejoined by Ral Lal Singh, who had in the meantime completed a detailed survey of previously unexplored ground in the north-west and north of the Khotan oasis, the party set out by the desert route which leads towards Aksai along the Khotan river-bed, then practically dry throughout. On the eastern desert hill of Mair-tag, which flanks the Khotan river on the west, some six miles below the oasis, Dr. Stein discovered the ruins of a fortified watch station once guarding the river route. The fort had been destroyed by fire, but on the steep rockslope below big masses of refuse, thrown out by its occupants in the course of long years had fortunately remained in excellent preservation, and driving sand. From this view of this unexplored quarry Dr. Stein recovered a great collection of documents on wood and paper, in a variety of script, mainly Indian, Chinese, and Tibetan, and none apparently later than the eighth and ninth centuries A.D. The great mass of the records evidently belongs to the period of Tibetan invasions, and closely corresponds in appearance and character to the records brought to light by Dr. Stein last year from the ruined fort of Miran, north of Lop-nor.

By the beginning of May the expedition reached Aksai, having suffered a good deal on the way from the heat of the desert and sand storms. At Aksai Dr. Stein was able to arrange through the help of his old mandarin friend, Pan Darin, now Aksai, for this local help which Ral Lal Singh needed for the continuous survey he was to carry along the outer Karashahr range westwards as far as the pass above Kuehar. Dr. Stein himself travelled up the Uch-Turfan valley, and thence marched by a route not shown by published maps across a barren but remarkably picturesque mountain range to the east of Khotan. In spite of peaks rising to 12,000 to 13,000 feet, water is very scanty throughout these mountains.

The way in which obvious destination has effected the conditions of Kirghiz herdsmen grazing in the valleys, and the survival among them of local lore unmistakably of pre-Mahomedan origin, offered interesting objects of study. Information opportunely secured through "treasure-seekers" of Aksai led to the discovery of extensive debris of ancient settlements in the hills between the range of the Karashahr river and the lowest course of the Karashahr river. Far-advanced erosion had left little or no remains for excavation, but enough archaeological evidence was secured to prove that this tract once traversed by the ancient Chinese high road to Karashahr, had been occupied down to the eighth century A.D. by large settlements to which easily accessible trade in parts carried water from the Karashahr river. There was opportunity here also for interesting topographical work, as Dr. Stein's survey revealed a series of low parallel ranges, which continue to the north-west the line of the curious rugged hills about Tamsinat and Maribashi shown by the extent maps as isolated rock islands.

A rapid journey via Yarkand brought Dr. Stein by the middle of June back to Khotan. The arrangement and picking of his archaeological collections accumulated during two years' labour were hastened to prove an exhausting task, how extensive they are and how much care is needed to prevent damage to often fragile antiquities on the long and difficult transit to India. Thus he expected to be kept hard at work in Khotan until the close of July.

AN INTERESTING JAPANESE NOTICE-BOARD.

Rev. G. C. Niven, Gifu, Japan, writes to the London Daily Graphic:—Having noticed that you are issuing a weekly supplement of religious notices, I enclose a very unique photograph and a few notes.

"During the sixteenth century the Jesuits carried on a vigorous missionary effort in 'Zippang' (as they then termed Japan), and as a result a great number of the people and some of the feudal barons received baptism. Owing to political intrigues early in the seventeenth century the Government of the Shogun determined to put down Christianity at all costs, and ordered a most rigorous persecution. The Christians at length openly revolted, but being overcome by the Government forces at the battle of Shimabara (1637) they finally abandoned all public profession of Christianity, and for 220 years, until Townsend Harris, with his secretary, read the Church Service in his house in Tokyo 'in a loud voice' so that all could hear, there was no public Christian service of any sort held in Japan. During all that time public noticeboards condemning Christianity were displayed as an entrance to every village, town, or city throughout the Empire."

"As these boards gradually became illegible owing to the action of the weather, fresh 'one's' were issued from time to time. The one shown in the illustration represents the last edition, put out in 1883, and this board actually hangs from that date until 1873 outside a small village near Gifu, in Central Japan. A translation runs as follows:—

"Item. The Christian sect is prohibited strictly in the same manner as heretofore."

"Item. The corrupt sect is strictly prohibited. 3rd month 4th year of Keio. (March, 1868.) Office of the Privy Council."

THE MINERAL INDUSTRY OF CHINA.

The interest which China possesses both as a producer and consumer of mineral products is in somewhat inverse proportion to the available information relative thereto. The only statistics available are those of the Imperial Maritime Customs, naturally scanty, dealing as they do, only with import and export, and needing explanation in the form of some comment on the condition of the mineral industry in the particular district described. Such as they are, the data contained in the Customs returns for last year are now available for most items, and we propose briefly to consider them, as further delay must greatly diminish their interest. The chief imports are shown in the following table:—

	1905	1906	1907
Piculs			
Brass and yellow metal	27,389	25,568	20,217
Copper	986,004	62,572	147,913
Lead	143,289	149,235	133,055
Nickel	2,421	1,070	989
Quicksilver	1,171	1,054	877
Silver	3,473	7,946	2,856
Tin	54	34,257	54,715
Tungsten	174,643	237,836	295,794
Zinc	4,587	10,959	9,056

As will be seen, there was some improvement in the copper import after the great slump of 1906 owing mainly to renewed demand for mining purposes. The Nankin Mint used 62,500 piculs of copper and 3,250 piculs of spelter during the year to produce 532,800,000 ten cash pieces. Early in the current year an edict was promulgated for the immediate coinage of single cash in all provinces, with a view of remedying the grave distress caused by the disappearance of the familiar suit of coinage, to which reference has been made on previous occasions in these columns. Thus quite apart from the considerable ill-effects of business stagnation in recent years, it would seem likely that the effect of official Chinese purchases for coinage purposes would continue to be felt in the copper market. Of the Nankin consumption last year, more than half was derived from Japan. The import of tinplate, as will be seen, continues to meet rapid progress. The oil business developed considerably during the year, the total imports amounting to 161,284,355 gallons, as against 123,687,590 gallons in 1906. The consumption of American oil increased by over 50 per cent., that from Sumatra showed an increase of 316,256 gallons, and from Borneo a decrease of 9,112,004 gallons. These three constitute the commercial sources of supply, as the Russian supply is at present almost negligible. Turning to the exports we find the following:—

	1905	1906	1907
Piculs			
Antimony regulus	55,440	63,314	39,368
and refined	38,837	59,920	39,384
Antimony ore	—	88	—
Lead	29,780	504	281
Quicksilver	75,329	68,089	61,630
Tin	575	1,214	1,138
Zinc	116,301	126,940	125,892

The chief features of interest are the decreased exports of antimony and antimony ore, and the increased export of antimony or antimonial ore, which appears to be based in some of the Yangtze ports, but it is to be presumed that they are consumed in the interior trade of China, or, possibly, represent entries relating to the same shipments as they pass through the different customs offices. The tin export coincides with the Yunnan production, which appears, therefore, in spite of the high average price of last year, to show further falling. The iron and steel industry appears to be developing under Chinese control. The Han-yang Ironworks now employ 3,444 men and possess a blast furnace capacity of 500 tons of pig iron a day, with a steel making plant of about half that capacity together with the necessary rolling mills. The average daily wage is about 1/3d. Coal and coke are obtained from the Pinghsing mines in Kiangsi, and from are, averaging 65 per cent. of metal, from Tientsin. Beside these works two others are projected, one at Wenhong, on the other side of the river to Hankow, where rolling stock will be manufactured for the Yach-Han Railway, and the second an engineering works which will work up material from the Han-yang Ironworks into structural material. As will be seen, the primary ration d'ordre for these works are the need of the growing railway systems of China, and in view of the extent to which the empire needs and could support mechanical transport, there seems every reason to anticipate a prosperous future for this industry for a considerable time to come, apart from any individual native demand. As regards coal mining there is not very much information to glean. It will be in our reader's recollection that the Chinese were able to induce the Peking Syndicate to surrender their concessions in Shanai on what was certainly a moderate compensation basis if the value of the mine of the concessions was not exaggerated. The German company mining in Shantung was hampered by an explosion of blasting material, which caused the deaths of two Europeans and 110 Chinese. This disaster produced a strike, and subsequently labour shortage, so that the output was only 145,000 tons, compared with 191,000 tons in the previous year. Several fresh pits were equipped in the course of last year, and the output will no doubt be obtained during the current year. The output of the Kaping mines appears to have increased, but statistics are lacking. The events of the past year or two have tended to confirm the impression that the development of mining in the Chinese Empire is not likely to be attended with any immediate European boom. Such information as we have gathered is sufficient to the widespread character of desire to obtain control over their own mineral resources which has been so manifest in the text of recent mining regulations. Chinese engineers of European financiers has certainly not been altogether a happy one, and with the example of Japan before them, and the existing facilities for obtaining technical instruction offered by Europe and America, they perhaps not unnaturally prefer to restrict the grant of mining concessions to concerns which always be invoking the extra-territorial authority of foreign diplomatic agents. Not only are an increasing number of Chinese being trained as mining engineers abroad, but a college was established at Tongshan in the Tientsin district in March 1907, to provide courses in railway engineering and mining. Accommodation is provided for 100 students, and the competition for admission, for which a knowledge of English is required, is very keen. The course is a four years' one, and includes practical work as well as lectures. The college is supported

SPECIAL BARGAINS HIGH CLASS PIANOS

BROADWOOD. COLLARD.
WERNER. RACHALS.
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MAKERS OF REPUTE
WEAR GUARANTEED!
WILL BE STORED UNTIL REQUIRED
CASH OR CREDIT.

ROBINSON PIANO Co., LTD.

Hongkong, 13th July, 1908.

mainly by the Imperial railways of North China, but the Chinese Engineering and Mining Company also bear a portion of the expense. Mineral surveys are being undertaken in some provinces, and we gather from conversations with Chinese engineers that they consider that there is a great opening for their countrymen with Western mining and metallurgical training, owing to the general recognition of its commercial value. The language must always prove a difficulty to Europeans, quite apart from the natural desire of the Chinese people to employ their own countrymen, satisfied as they are of their ability to hold their own with men of European civilisation.—The Mining Journal.

P. & O. COMPANY AND AUSTRALIAN NEW NAVIGATION LAWS.

Under the new Navigation Bill, the working of which is causing much apprehension, for it is certain to become law—it is proposed to allow steamers carrying the Australian mails from England, by arrangement with the Australian Government, to take passengers and trade on the coast. The definition is not altogether clear so far as other lines are concerned, and we are anxious to know how this will affect the P. & O. Company which receives its mail subsidy from the Imperial Government. It is believed that a serious situation will arise unless the section referring to what the Governor-General in Council may do in the matter of coast trade regulations is made more plain. As the clause stands at present, it is apparent that the P. & O. Company must be precluded from taking any part in the coast trade of Australia. It is known that the steamers carry passengers between Fremantle and Eastern States ports and vice versa, but unless the Governor-General in Council says otherwise this Company, which has so greatly assisted in the expansion of the Australian trade, will have to adopt local conditions while on the coast, and revert to the deep-sea order of things when clear of Fremantle. It will be remembered that Sir Thomas Buttacott and his colleagues, at the time the present contract were under negotiation, had inserted a clause giving the P. & O. Company power after certain notice, believed to be six months, to withdraw from any portion of its contract. This was stated to be in view of the Navigation Bill which had not then been presented to Parliament. This proviso was accepted by the Imperial Government. It is not reported that the P. & O. Company have decided for the present to abandon the talked-of scheme of making Fremantle the terminus of the over-sea mail steamers, and running connecting boats, suitable to the season, from here to the Eastern States and back with mails and passengers. Should the Navigation Bill become law in its present form and the Labour Party insist on its provisions being carried out, then the P. & O. Company will be placed in a most awkward position, the only alternative of which will be either to resign the coast, or transport passengers and mails for the Eastern States and New Zealand into other vessels at Fremantle running under coastal conditions respecting white crews, etc.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Buddi* left Manila on the 7th inst., and may be expected here to-day at 6 p.m.
The P. & O. str. *Oceanic* left Singapore for this port on the 6th inst., at 4 p.m. with the outward English Mail, and is due here on the 11th inst. at about 6 a.m.
The *Apar* str., *Catherine* *Apar*, from Calcutta left Singapore on the 7th inst. p.m. and may be expected here on or about the 13th inst.
The T.K.K. str. *Hongkong* *Maru* from Hongkong on the 9th October, arrived in San Francisco on the 6th inst.
The Indo-China str. *Namany* left Calcutta for this port via the Straits on 1st inst.

A bridge scoring pads a whiskey advertisement is not at all a bad idea. From Messrs. Lane Crawford & Co. we have received a few of the specimen bridge scoring pads which advertise the Napier Johnson whiskey shipped by Messrs. Cutler, Palmer & Co., and for which Messrs. Lane, Crawford & Co. are the sole agents in Hongkong. The firm also issues an advertising matter a useful pad for entering engagements.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 1922

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MYERINK & CO., Agents.
Hongkong, 5th September, 1906. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.
Hongkong, 13th August 1906. 23

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907: 218,146,241.

I. Authorized Capital.....£3,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....687,500 0 0
II. Fire Funds.....\$68,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1907. 1019

DAVID CORSE & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAREAUING

ARNHOLD, KARBURG & CO.
Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 48

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 88SG. at 36, 37, and 37.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. 1445

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 8th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 535



MITSU BISHI GOSHI KAISHA (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, HOJO, NAKAZUTA, SAYO, SHINNEW, and KAMIYAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO KOMATSU Coals.

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AGENTS:—

YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to

H. OISHI, Manager.

No. 2 Pedder Street, Hongkong.
Hongkong, 7th August, 1906. 716

CLEANSE YOUR BLOOD WITH GRIMAUD & CO'S SARSAPARILLA



NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th November, at 9.30 A.M.

All Claims must reach us before the 13th November, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This steamer brings cargo ex s.s. "Cobito" from Venetia.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.
Hongkong, 5th November, 1906. 5

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th Dec., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 6th November, 1906. 1538

NAVIGAZIONE GENERALE ITALIANA

(Florida and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & CO., Agents.
Hongkong, 6th November, 1906. 4

AS SUPPLIED TO THE HOUSE OF COMMONS.

THORNE'S OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR
日曆英中 年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39th YEAR OF KWONG SUI.

PRICE 25 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

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SCIENTIFIC MISCELLANY.

SAFE GASOLINE STORAGE—THE WIRELESS TELEPHONE RECEIVER—GREATEST HEAD FOR WATER-POWER—A NOVEL ART-COLOURS IN PLANT-GROWING—AN UNEXPLORED BIG RIVER—THE CURSE OF LIGHT—THE FUEL CHEMIST'S PROBLEM.

Experiment has shown that gasoline tanks are kept quite cool in the hottest configuration if they are buried beneath 20 inches of earth; and Martini and Husenake have made storage and distribution practically safe by providing an underground reservoir, with a special double delivery pipe, and filling the upper part of the tank with carbonic acid gas under pressure. This prevents the formation of any explosive mixture of inflammable gas and air, as well as explosion from expansion of vapour by heating. The inner pipe leads from the bottom of the tank to the self-closing delivery cock, the liquid being forced out by the pressure of the inert gas; and the outer pipe stop at the top of the reservoir, being therefore filled only with inert gas. In a great fire in Berlin 30,000 gallons of gasoline lay safely in an underground reservoir beneath ruins burning for 24 hours.

In the Poulsen wireless telephony, adopted by the German Wireless Telegraph Co., speech is received by placing in the ordinary telephonic circuit a Sahndlich electrolytic detector, comprising a vessel of dilute sulphuric acid with two electrodes, the negative with a very fine point. The smallness of the negative and its film of hydrogen bubbles from electrolysis make the normal resistance of the detector cell very high. The high-frequency oscillations from the aerial electric waves tend to displace the hydrogen bubbles, increasing the telephone current, and the variations set up by speaking into the microphone at the sending station produce like variations in the current through detector and telephone, reproducing the spoken words.

The six turbines of a Norway factory are to receive water through a 7-mile tunnel from a lake 3533 feet above sea-level, the total head being 3287 feet, or 7 1/2 feet greater than the highest hitherto.

The strange new industry of weaving concrete poles and tubes suggests revolutionary possibilities, and not least of the advantages it offers is an important lessening of the demands upon our forests. Both hollow tapering poles and straight tubes or pipes are made automatically by the wonderful machine just installed in London. In manufacture, a metal core has the strengthening steel wires or rods attached to it, and as it is rotated and gradually passed out of the machine, a small conveyor belt wraps spirally around it, under great pressure, a layer of concrete and a bandage of cloth. After the concrete is given a little time to harden, the core is withdrawn and the bandage removed. Poles 40 feet long are extremely light—the shell being 2 inches thick—yet as strong as iron poles, and for carrying telegraph and other electric wires they are cheaper than iron and even wood, while they are superior in appearance and durability. The pipes—in length up to 20 feet and diameters up to 2 feet—are very strong, and more durable and economical than iron pipes for water and gas mains, sewers, etc.

Tests with red, green, blue and white light during the last two years have shown a French experimenter that colours have effect on vegetation that may prove of great practical importance. Under red light, for instance, the growth of vegetables was fifteen times as rapid as under blue light. Blue light, on the other hand, had a remarkable preservative power on growing vegetation, and two years after the planting, first leaves of an oak tree were as fresh and vigorous as ever. Of even greater economic value seems the discovery that ripe fruit keeps remarkably under a blue screen, showing no decay after several weeks.

The world's greatest river is located by Prof. Mudd in Australia. Peculiar geological conditions lead much of the water of this continent underground, and he estimates that a great subterranean river flowing through the center is as much as 200 miles wide.

The fight of Massachusetts against the gypsy and brown-tail moths has been going on for years, and large sums have been expended for spraying trees, destroying eggs, and experimenting with moth parasites. The methods, however, have proven clumsy and inefficient. They emphasized the need of a real and economical exterminator, and this long-sought boon seems to have been discovered at last in the remarkable electric-light trap reported from Zittau, Saxony. This apparatus, in portable form should be able to free a large area from pests of moths and caterpillars at comparatively small cost. The trap includes two powerful search-lights, and these are arranged over powerful exhaust fan, which suck the air into a deep receptacle. In the first trial, the trap has been placed at the top of the maniope electric station. The reflectors, at night, throw two great streams of light upon the wooded mountain-sides a half-mile away, and the effect has been amazing. Lured along the great white ways, the moths have come in fluttering armies. At a certain distance from the reflectors, the draught from the fans catches the dazed victims, which are then whirled into the pit beneath. The first night's catch of these tons should mark a new era.

With the coal consumption of the United States grown to more than 400,000,000 tons annually, the use of coal in the last ten years having been more than in the preceding century, it is humiliating and appalling to reflect that less than five per cent of the total

heat value is converted into useful work. The best power plants utilize only 10 per cent of the energy of the full, locomotives only three to five per cent, and electric incandescent lamps only one-seventh of one per cent. To reduce this enormous waste is one of the great engineering problems. Nearly 2,000,000 horse-power of the waste is represented by gas from blast furnaces; and this loss is now being lessened by installations of gas engines.

SHARE REPORT.

Messrs. Erich Georg & Co. in their weekly share list dated the 7th November say:—Business has continued very slack; very little has been done and rates are easier for several stocks, while only a few have improved slightly. The sterling demand rate of exchange on London closes at 1s. 8 1/2d, while rates on Shanghai are 11s. 7 1/2d for a Bank T/T, and 11s. 7 1/2d for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Bill being 11s. 7 1/2d. The Bank of England's rate of discount remains 2 1/2 per cent, while the private market rate of discount is 2 per cent.

BANK SHARES.—A few Hongkong and Shanghai Bank Shares sold at 88 1/2 and 89 1/2, at which latter rate the market closes with buyers, London quotes 431. National are unchanged.

MARINE INSURANCE SHARES.—A small lot of Union sold at 78 1/2 and there are further buyers. North Chinas can be placed at 71s. 8d. In other stocks under this heading there is no change to report.

FIRE INSURANCE SHARES.—Hongkong and Amoy Steamships changed hands at 22 1/2, and more shares could probably be placed. Indo-China are unchanged. The China and Manilla are available at 11 1/2. Douglas, Star, Forties, and Waterboats are unchanged. Shell Transport might be placed at 45 1/2; the London quotation is 45s. 6d. sellers.

REFINERIES.—China Sugars have receded to sellers at 11 1/2, and Lushan to sellers at 20, without attracting attention.

MIXING SHARES.—Charbonnages are wanted at 88 1/2. Rente sold at 89 1/2 and here buyers at 89 1/2. Chinese Engineering and Mining Co.'s shares are on offer at 11s. 1 1/2, ex the final dividend of 1s. 6d. per share, paid on 2nd instant, and making in all 1s. 5s. per share, or 15 per cent. for the year ending 29th February, 1908.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks have sellers at 89 1/2. Hongkong and Kowloon Wharves sold down to 47, closing with sellers at 47 1/2. In other stocks under this heading nothing has been done and rates are unchanged.

LANDS, HOTELS, AND BUILDINGS.—A few Hongkong Land sold at 84, but more shares are available. Hongkong Hotels have advanced to 80, at which figure a sale is reported. Hamphrey Estates have been done at 49. Other stocks under this heading are unchanged and without any reported sales.

COTTON MILLS.—Shanghai quotations are unchanged. Hongkong Cottons are quiet at 10.

SUNDRY MANUFACTURING COMPANIES.—China Light and Powers sold and are for sale at 85. Hongkong Electric sold 118 1/2. Green Island Cements have been done and have sellers at 10. Less have dropped to sellers at 23 1/2. Ropes sold at 24. Other stocks under this heading are without any transactions and unchanged in rates.

MISCELLANEOUS.—China Borneo sold and have further buyers at 10. China Providents can be placed at 23 1/2. Langkats have sellers at 11s. 700. Steam Laundry's sold and are on offer at 25. William Powells changed hands at 84 and 84, and can be had at the lower rate. Watson's can be placed at 89. In other stocks under this heading there is no change to report.

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.
WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS.
with which is incorporated
THE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, £12 per
annum. Postage 2s to any part
of the World.

AN IDEAL INVALID FOOD IN HOT CLIMATES.

Allenburys' DIET

A PANCREATISED MILK AND CEREAL FOOD.



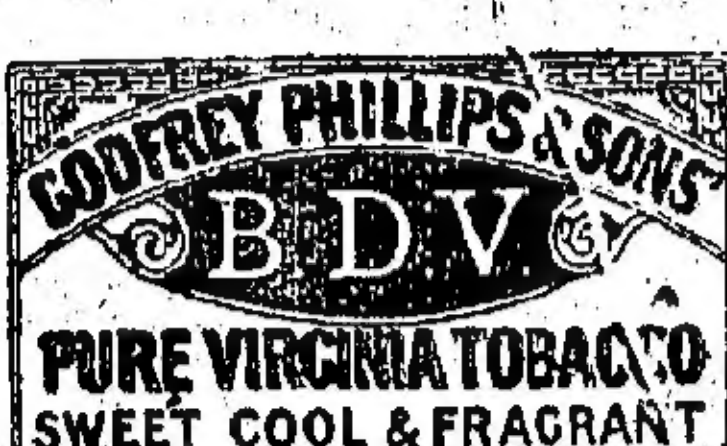
For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

The "Allenburys' Diet" is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water, only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.

THE TRADE MARK ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that GODFREY PHILLIPS AND SONS of No. 112, Commercial Street, London, England, have on the 21st January, 1906, applied for the registration in Hongkong in the Register of Trade Marks marked "A" & "B" and on the 1st April, 1906, for the registration of Trade Mark marked "C".

"A"  **"B"**  **"C"** 

In the name of GODFREY PHILLIPS AND SONS of London aforesaid who claim to be the Sole Proprietors thereof.


The TRADE MARKS have been used by the Applicants in respect of CIGARETTES and TOBACCO in Class 45.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 5th day of October, 1906.

BRUTTON & HERTT
Nos. 39, 41 and 43, D. V. Road, Victoria, Hongkong.
On behalf of the Applicants
GODFREY PHILLIPS & SONS.

VAN HOUTEN'S COCOA.
BEST & GOES FARTHEST.



BENGER'S FOOD

Benger's Food, prepared with fresh new milk, is all food.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

DINNEFORD'S MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

VESSELS ADVERTISED AS LOADING

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

Hong Kong, 27th October, 1948. 1439

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE, PALERMO and YOKOHAMA	Capt. J. B. Ferguson	Noon, 10th Nov.	Freight only.
SHANGHAI	Capt. W. Hayward	About 13th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	Capt. J. D. Andrews, R.N.R.	Noon, 14th Nov.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. A. G. Cabbitt, R.N.R.	On 2nd Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT
Superintendent.

Hongkong, 6th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILOLO	"SUNGRIANG"	On 10th Nov., 4 P.M.
MANILA	"TAMING"	On 10th Nov., 4 P.M.
SHANGHAI	"YOHOW"	On 10th Nov., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, GRISSANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"CHANGSHA"	On 21st Nov., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon. Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 7th November, 1908.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW, SHOSU MARU	Capt. IJIKI	WED'DAY, 11th Nov., at 9 A.M.
SHANGHAI VIA SWATOW, BUJUN MARU	Capt. Y. FUSENO	SUNDAY, 15th Nov., at 8 A.M.
AMOI & FOCHOW	Capt. Y. KATSUBAKI	SUNDAY, 15th Nov., at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsips. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 9th November, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SINGAPORE, PENANG, COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 20th Nov.	S.S. SENEGAMBIA ... 17th Nov.
S.S. ISTRIA ... 5th Dec.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BRISGAVIA ... 17th Dec.	S.S. SITHONIA ... 4th Dec.
S.S. ANDALUSIA ... 27th Dec.	FOR HAVRE & HAMBURG:
S.S. SAXONIA ... 9th Jan., 09	S.S. SEGOVIA ... 6th Dec.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd November, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"TINGSHANG"	Tuesday, 10th Nov., Noon.
SHANGHAI	"CHOESANG"	Thursday, 12th Nov., Noon.
TIENTSIN	"CHIESANG"	Thursday, 12th Nov., Noon.
MANILA	"YUENSANG"	Friday, 13th Nov., 4 P.M.
MANILA	"LOONGSANG"	Friday, 20th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KORE & MOI.	"NAMSANG"	Saturday, 21st Nov., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUEANG," "NAMSANG" and "FORANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 9th November, 1908.

GENERAL MANAGERS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTTHENBERG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
HAVRE, DUNKIRK and BALIC PORTS	"CANTON"	Middle of November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For Further Particulars, apply to
Hongkong, 31st October, 1908.MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	KAMAKURA MARU Capt. Wm. Wade KANAGAWA MARU Capt. N. Ohno	WED'DAY, 11th Nov., at Daylight WED'DAY, 25th Nov., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA, and YOKOHAMA	AKI MARU Capt. M. Yagi IYO MARU Capt. S. Ishikawa	TUESDAY, 10th Nov., at 4 P.M. TUESDAY, 24th Nov., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine NIKKO MARU Capt. A. E. Moses	FRIDAY, 27th Nov., at Noon THURSDAY, 24th Dec., at Noon
SHANGHAI and KOBE	YEBOSHI MARU Capt. B. Kon	WED'DAY, 11th November.
BOMBAY via SINGAPORE, and COLOMBO	WAKAMIYA MARU Capt. T. Yamawaki	FRIDAY, 13th November.
KOBE and YOKOHAMA	SADO MARU Capt. Geo. Anderson	SATURDAY, 14th Nov., at Daylight
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. A. E. Moses	WED'DAY, 25th Nov., at Noon.

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Cargo only.
§ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.T. KUSUMOTO,
MANAGER.

Hongkong 5th November, 1908.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 23 DAYS

HOMeward via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

—CORSE ... 28th Nov. | AMIRAL MAGON ... 11th Jan. 09

—New Twin Screw, 16,000 tons Displacement, 1st. Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 22nd October, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 14th Nov., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 21st Nov., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd November, 1908.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—
16, DES VOUX ROAD, HONGKONG.Japan Office:
14, WATER STREET, YOKOHAMA.

920

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of Nov.	JAVA	First half of Nov.
TJIMAH	JAVA	First half of Nov.	AMOY	Second half of Nov.
TJILATJAP.	SHANGHAI	First half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 6th November, 1908.

Telephone No. 375.

18

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger-Steamer "Kousa Maru" (3,377 tons), sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 28th, 1908)

BRANCH RAILWAY LINES:

RYOJUN LINE—To Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—To Yingkou (Newchang), 1 hour from Tashihchia Junction.

FUSHUN LINE—For the famous Fushun Collieries from Shashih Junction.

ANTUNG LINE—A light railway from Mankin to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add: "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (K. WANGCHENTZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add: "MANZETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. 1908

SHIPPING IN PORT.

STEAMERS.	STEAMERS.
ARI MARU, Japanese str., 3,395, M. Yagi, 25th October—Moji, 21st October, General—Nippon Yusen Kaisha.	MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
ABRATOK APCAR, British str., 2,931, A. Stewart, 1st Nov.—Shanghai 29th Oct., General—David Sassoon & Co.	CODE WORD: "DOCK."
BENARAT, British str., 2,510, J. D. Sarchet, 31st October—London 13th September.	A.I., A.B.C., and Engineering Code Used
Iron and General—Gibb, Livingston & Co.	NEW DOCK NOW OPEN.
SAN-TAK, American str., 329, D. Francisco, 5th Nov.—Manila 2nd Nov., Sagar—Order.	DOCK No. 3.
CAPRI, Italian str., 2,718, D. Padona, 6th Nov.—Dairen and Singapore 30th October, Cotton—Carlotta & Co.	Extreme Length ... 723 feet.
CHANGSHA, British str., 1,441, E. Finlayson, 6th Nov.—Baltimore via Ports 3rd Oct., General—Butterfield & Swire.	Length on Blocks ... 714 "
CHOISING, German str., 1,021, Uldsen, 1st Nov.—Bangkok 24th Oct., Rice—Butterfield & Swire.	Width of Entrance on Top ... 961 "
DREYER, British str., 1,532, J. Jenkins, 27th October—Saigon 23rd October, General—Chinese.	Width of Entrance on Bottom ... 881 "
DEWAKONG, German str., 1,057, F. Rohwaldt, 4th Nov.—Bangkok 28th Oct., Rice and Meal—Butterfield & Swire.	Water on Blocks at Spring Tide 341 "
HAIYANG, British str., 1,273, A. E. Hodgins, 5th Nov.—Amoy 4th November, General—Douglas Laprak & Co.	DOCK No. 1.
HANGSANG, British str., 1,356, S. Wilde, 28th Oct.—Shanghai and Swatow 23rd October, General—Jardine, Matheson & Co.	Extreme Length ... 521 feet.
KOREA, American str., 5,651, S. Sandberg, 2nd November—San Francisco and Shanghai 31st October, Mail and General—Pacific Mail Steamship Co.	Length on Blocks ... 511 "
MACOR, German str., 999, Loller, 2nd Nov.—Bangkok 23rd Oct., Rice and Wood—N.D.L.	Width of Entrance on Top ... 81 "
M. S. DOLLAR, British str., 2,579, C. H. Bross, 29th October—Moji 24th October, Coal—Order.	Width of Entrance on Bottom ... 77 "
PYCHABUR, German str., 2,200, C. Wolf, 1st Nov.—Bangkok 24th Oct., Rice, Meat and Wood—N.D.L.	Water on Blocks at Spring Tide 61 "
RAONAR, Norwegian str., 1,223, G. H. Nielson, 4th Nov.—Hongay 1st November, Coal—Angard Thoresen & Co.	DOCK No. 2.
SAN-TAK, German str., 3,623, Hildebrandt, 1st Nov.—Shanghai 29th October—Hamburg—Amerika Linie.	Extreme Length ... 371 feet.
SEAOSHING, British str., 1,307, McIntosh, 29th October—Shanghai and Amoy 28th Oct., General—Butterfield & Swire.	Length on Blocks ... 369 "
STETTIN, British str., 1,396, C. Sangster, 4th November—Lanka, Sumatra, via Singapore 28th Oct., Case oil—Geo M. Bain.	Width of Entrance on Top ... 81 "
SUNOKIANG, British str., 987, Pennefather, 6th November—Amoy 4th Oct., Sagar—Butterfield & Swire.	Width of Entrance on Bottom ... 81 "
TAMING, British str., 1,350, A. Somerville, 6th Nov.—Manila 3rd November, General—Butterfield & Swire.	Water on Blocks at Spring Tide 61 "
TENEMACHUS, British str., 1,340, Williamson, 26th Oct.—Saigon 22nd Oct., General—Chinese.	DOCK No. 3.
TINGSHANG, British str., 1,055, E. M. Reynolds, 2nd Nov.—Wak 20th Oct., General—Jardine, Matheson & Co.	Extreme Length ... 371 feet.
USHER, British str., 2,350, Perry, 27th Oct.—Manila 23rd October, Bullant—Master.	Length on Blocks ... 369 "
YOKOHAMA, British str., 1,376, I. H. Brown, 5th Nov.—Shanghai, Amoy and Fochow 4th Nov., General—Butterfield & Swire.	Width of Entrance on Top ... 81 "

SAILING VESSELS.

DAYLIGHT, British barque, 3,060, M. Bryde, 9th October—Yokohama 19th September.

BALLAT—Standard Oil Co.

EOLIPHE, British 4-masted bark, 2,968, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,500, Parnell, 14th September—Bangkok 25th August, Case Oil—Standard Oil Co.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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